

MAJOR DUTIES

Serves as a pilot on large twin screw towboats (over 100 feet in length with over 2,000 hp), self-propelled dredges, patrol boats, and other similar classes of vessels operating in inland waterways of the United States. Pilot requirements are typically made difficult by swift currents and/or heavy vessel traffic in the waterway.

1. Stands a pilot's watch with the responsibility for the complete operation of the vessel and safety of the plant and personnel while on watch. Personally operates controls governing navigation of the vessel and its tow. Steers the vessel from the pilot house using pilot house controls for proper speed and direction considering factors such as river currents, direction and velocity of wind, depth of water, size of tow, and capacity and maneuverability of vessel. Directs the making and breaking of tows from the pilothouse or bridge. Is required to land vessel and/or tows in close quarters of a harbor or alongside other floating plant.
2. Exercises complete responsibility for the safety of the vessel and its tow, and crew when on duty. Exercises the authority and responsibility to tie the vessel and its tow to the bank or moorings as necessitated by extremely adverse weather conditions, poor visibility, or other conditions which would endanger the safety of the vessel, tow, and crew. Is responsible for immediately reporting any unmarked or improperly marked obstructions or hazards to navigation, defective aids to navigation, oil spills, and any violation of navigational regulations.
3. Keeps a log of the movements of the vessel and its tow during the watch, and records navigation data such as soundings, nonfunctioning of lights, locations of buoys off station, and prepares steering directions, etc. Notifies supervisors and other pilots of unusual conditions or difficulties encountered in navigation of vessel.

Performs other duties as assigned.

SKILLS AND KNOWLEDGES

Applies a knowledge of the requirements of the navigation rules and regulations. Must possess a current Master's license covering the size of vessel operated and the reaches of the inland river(s) or portions(s) of the waterway on which the vessel is operated.

Maintains and applies a current knowledge of present and predicted river stages and remains knowledgeable of practices and district requirements covering safety, firefighting, and life saving.

RESPONSIBILITY

Vessel piloting assignments are performed under general supervision of Master who is stationed

on the vessel. Receives oral or written instructions (sailing orders) pertaining to plant, equipment, materials, and supplies to be moved or other missions for which vessel is utilized. Exercises technical knowledge and judgment related to the navigation of the vessel. Work is reviewed for conformity with established practices and regulations, adequacy of skill in maneuvering vessel, and propriety of judgment.

Guidelines include oral and written instructions, district standard operating procedures and regulations, directives, river/waterways maps and charts, and marine regulations issued by the U.S. Coast Guard.

PHYSICAL EFFORT

The work of this position is sedentary in nature. Close hand and eye coordination is required when operating controls to maneuver vessel and tows in traffic and in confined areas. Extensive standing and walking may be necessary while standing watch.

WORKING CONDITIONS

Work is primarily performed inside in an enclosed pilothouse but also requires work outside of the pilothouse, subjecting the incumbent to varying climatic conditions. Hazards include occasional danger of falling overboard, falls on slippery decks or in climbing steep stairways, and injury from moving machinery. A life jacket is worn at all times when on deck. The incumbent is subject to hazards of heavy river traffic at night and during foggy weather.

**PILOT, XH-5784-14
EVALUATION STATEMENT**

1. REFERENCES:

- a. OPM, Handbook of Occupational Groups and Families, Riverboat Operating Series, WG-5784, August 2001
- b. U.S. Army Corps of Engineers Ladder Diagram, 1953

2. SERIES AND TITLE DETERMINATION:

Subject position serves as a pilot on large twin screw towboats (over 100 feet in length with over 2,000 hp), self-propelled dredges, patrol boats, and other similar classes of vessels operating in inland waterways of the United States. Pilot requirements are typically made difficult by swift currents and/or heavy vessel traffic in the waterway. The work includes steering the boat, standing watch, setting and maintaining speed and course, determining position using navigational aids, and coordinating activities of members of the crew. The work requires knowledge of river currents, stages, obstructions, navigation locks and dams, and the handling and operation of large vessels or tows on rivers. Position is allocated to the Riverboat Operating Series, WG-5784.

Since there are no published job grading standards nor specified titles for the WG-5784 series, fabrication of a local job title consistent with private industry practices is allowed. These positions originally required a First Class Pilot's license. The U.S. Coast Guard no longer has a separate pilot's license, but includes this work in the Master's license. Position is descriptively titled Pilot, in keeping with prevailing maritime titling practices.

3. GRADE DETERMINATION:

This benchmark represents the highest level established for pilots on dredges and towboats. Requirements for the XH-14 grade level include:

- a. The large size of the dredge or towing vessel and its tow and the large size of the crew necessitates the exercise of substantial authority, responsibility and accountability for the safe and efficient navigation of the vessel and its tow to insure the safety of human life, the protection of substantial Federal resources, and the effective accomplishment of vessel mission activities.
- b. On a recurring basis the Pilot must navigate the dredge or the vessel and its tows in inland waterways with swift currents and/or heavy waterway/river traffic. Such conditions make piloting assignments extremely difficult.
- c. Assignments require that on a regular and recurring basis, the Pilot is subject to call 24 hours/day in all types of weather conditions.

The pilot is ranked three levels below the Master, Pipeline Dredge, Class I, XH-5784-17, and two levels below the Master, Towboat, XH-5784-16.

4. FINAL DETERMINATION: Pilot, XH-5784-14

SUPPLEMENTAL INSTRUCTIONS

The existence of each of the following elements represents a basis for grade reductions:

a. The smaller size of the dredge or vessel and its tow and the smaller size of the crew requires substantially less authority, responsibility and accountability than that reflected in this Benchmark.

b. The inland waterways involved do not have strong currents nor heavy river traffic.

Both of these criteria will result in a lower grade for the Master of the vessel, and will therefore result in a lower grade for the Pilot. No criteria is provided for higher level pilot positions since this Benchmark represents the highest level provided for pilot assignments.